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THE TYPHOON.

GRUESOME SCENES.

The feelings of awe occasioned by the terrible disaster of Tuesday still hang over the community and the profound impression then created has to some extent been deepened by the gruesome scenes that are hourly witnessed along the shore on both sides. Bodies, ghastly by reason of mutilation, are being constantly picked up and carried to the mortuaries, where after being photographed and some little interval allowed for friends to claim, they are prepared for interment. The coffining of the corpses is a horrible operation, but the ordeal, trying as it is, is bravely gone through by both police and sanitary officials. Both are working well together. Their duties are not lessened by the coolies refusing to work in the cemeteries and though higher remuneration is offered the men will not undertake the work. The unclaimed bodies of Chinese are not put in separate graves but interred in trenches. Besides this there are many private burials and the scenes on the way to the native cemeteries are as pathetic as they are interesting. Yesterday afternoon the funeral of Captain Marshall took place, the remains being followed by a number of mourners to the Happy Valley.

The total of lives reported lost and junks and cargo boats reported missing continues to increase daily, but officials are overwhelmed with work so that it is not possible to obtain information as yet. Yau-nan reports 60 lives lost, Shok-ton-shi 40, and Wan-chai a much greater number.

Even yet it is difficult to give anything like an approximate estimate of the damage done to property. Those competent to judge express the opinion that a million pounds will not cover the loss. Certainly it is enormous and cannot be gauged for some time. Of the smaller craft some 2,000 must have disappeared, and as many of these were cargo boats and lighters, it will be understood how the shipping has been crippled.

A morbid curiosity attracts many people to the places where the bodies are recovered in greatest numbers, but the horrors of the scene are too terrible to depict, while the stench is overpowering. Another saddening spectacle is the dust cart, piled with coffins, leaving the mortuaries, while on the Praya are to be seen a few weeping women who point to the sea and utter the most heart-rending sounds.

THE MISSING FAMILY.

Great regret has been expressed at the untimely deaths which Mr. W. F. Donaldson, his wife, and two children have met. As is well known, Mr. Donaldson was one of the assistants of Messrs. Butterfield and Swire. Though of a very retiring disposition he had a most interesting, not to say adventurous career, and in the office he was a general favourite. Mrs. Donaldson was also well known as a teacher of dancing.

Some details of the fate of the family have now come to hand. Two of the natives on board the *Kongnam*, who escaped, reported that when the seas washed away the deck-cabin, Mr. Donaldson snatched up the baby and attempted to rush for a place of shelter but before he had proceeded many yards another wave carried him into the sea. He was not seen after that. Mrs. Donaldson, with the four-year-old boy, and two Chinese women on board huddled together, but the boat lurched and they were all washed into the sea. Said as it is, it is interesting to note that when Mrs. Donaldson was faced with danger on the sea not long ago she expressed the wish that if they had to go that they should all go together.

Mr. Donaldson's brother from Canton only learned of the fate of the family through the newspapers. The deceased were both natives of the West of Scotland, their parents living in Glasgow.

EXPERIENCES ON THE PEAK TRAMWAY.

The Superintendent of the Peak Tramway writes:—

Until the typhoon had been raging for more than an hour I did not realize that such terrible havoc was being wrought by the violence of the wind. At the Peak Station, with the exception of two very strong gusts of wind, there was nothing to alarm me. The tram ran regularly from 7.00 till 10.00 a.m., during part of which time I was doing the usual writing and filling in the daily forms for the head office, to which place I was just preparing to go, when one of the brakemen informed me in a manner and tone, that left no doubt in me, that there was danger in running the cars any longer. He reported that trees were being uprooted about the hills, and thrown along with small boulders on the track, which necessitated the cars having to be stopped at various places until the obstructions were removed. At other parts the cars were oscillating with the force of the wind to such an extent as to cause the greatest alarm. At this stage some of the trees being whirled through the air came in contact with the small private telephone wires and broke them. These got foul of the signal wires and forming a circuit began to give false signals. The false signals and the fact that obstructions were on the line were the only evidence that there was danger in running the cars. The force of the wind on the Peak where I was situated, with the exception of the two said gusts, was not, I can say with certainty, so great as to cause any uneasiness.

Before eleven o'clock I started on my way down the track accompanied by some of the coolie staff to clear away the obstructions. When I had traversed a third of the distance from the top station I then began to realize the force of the wind. It became necessary, when crossing the bridges that span the chasms

and gorges, down which water was rushing in tremendous volume and thundering noise, along the way, to creep, along and hold on to the rails. I thought I would have been desisted by my followers, but they stuck bravely by me. At a part of the way, just above Bowen Road, where a new bridge is being constructed over the line, a landslip had occurred, and covered part of the track. A stream of water was flowing near by. I had this directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping during the remainder of the day.

FURTHER SEARCH FOR THE BISHOP.

The friends of the late Bishop Moore are leaving no stone unturned in their efforts to discover his body. Yesterday morning the Government launch *Stanley* set out with a search party aboard for the scene of the catastrophe.

YESTERDAY'S ARRIVALS.

These arrived from Singapore yesterday: the Japanese steamer *Totome Maru* and the French steamer *Amiral Hamelin*. Both vessels report having experienced exceptionally rough weather, and from the decks of each a lifeboat was torn by seas which broke over them. When about fifty miles S.S.W. of Gap Rock the foretop of the *Totome Maru* was carried away. The *Pindari* experienced very rough weather on her voyage from Shanghai, but arrived in port unscathed. So also did the Douglas steamer *Haitan*.

TYPHOON AT WU-CHOW.

The *Liu Tan* arrived here yesterday from Wuchow, and one of her officers informed our representative that the storm struck that port on Monday evening, tearing down masts and capsizing sampans. So far as could be ascertained, however, there was no loss of life. When steaming behind Stonecutters yesterday, those on board the *Liu Tan* counted forty-eight dead bodies, which were floating past.

The *Wakamatsu Maru* from Meji, which also arrived yesterday, observed about 100 corpses floating about at the harbour entrance.

MORE LAUNCHES LOST.

The passenger launch *Ying Fat*, which used to travel between Sam Chai and Hong-kong, foundered near Capatun, and over 100 passengers were drowned. These other passenger launches are also reported missing, but no lives were lost. The police launch No. 3, on which were P.S. Boulger and P.C. Berry, has not yet been heard of.

AAGARD THORSEN'S CRAFT.

Messrs. Aagard, Thorsen and Company's vessels came through the storm with very slight mishaps.

The steamer *Fri*, which was lying off Stonecutters, was struck by three anchors, was run into by an unknown vessel. As a result of the collision the *Fri's* port side amidships was smashed in, and the bridge and deck houses amidships destroyed. The other vessel had already lost her bows in a collision with the *I. F. Chapman*, and when she parted from the *Fri* she left her bowsprit and figure head astern of that vessel. The damage done to the *Fri* is estimated at between \$10,000 and \$15,000.

The *Skuld* was lying off West Point with two anchors out when the storm struck her. Shortly afterwards one of the anchor chains gave way and it was thought the anchor was lost, but after the storm when the other was pulled up, the missing anchor was found attached to it. The *Skuld* touched bottom once, but immediately got off, and has no apparent damage, being quite tight.

The *ss. "Brand"* which was reported ashore at Aberdeen, had a miraculous escape. She was just about a fathom away from the entrance of the Dock, coming out, when the typhoon struck her. The engines were set at full speed ahead as she faced the storm, but it was impossible to run out more than thirty fathoms of chain owing to her proximity to the shore. The Captain reports minor damage such as lost gear and broken stanchions, but the vessel is quite seaworthy and did not touch bottom. She left on the afternoon of the 18th instant for Sourabaya and may have had to weather the second typhoon. The steamers *Norden* and *Holvard* escaped damage, and it is hoped that the *Protons*, *Deufar* and *Ragnar*, which vessels are expected shortly, have ridden through the gale.

AT MACAO.

Apart from damage done to masts and other frail structures, Macao escaped. The worst experience of the City was when the second blow broke on the morning of the 20th. The wind blew strongly from the east and heavy seas broke over the Praya Grande damaging the band. The *ss. "Hannam"* left her wharf at eight o'clock for Hongkong but had to take shelter at Mongchow. She arrived in port yesterday afternoon.

DOCTOR'S GENUINE SYMPATHY.

Among the gallant band who have laboured to alleviate suffering and rescue the perishing there was not a more willing worker than Dr. Forsyth. Carrying his case of surgical instruments he called at the Tientsin/so Police Station, saw Inspector Longley and proffered his services which, needless to say, were gratefully accepted. The doctor was placed aboard a boat, and travelling round the Kowloon ferries pulled out of the water and restored many people who appeared to be drowned. The wounds of others he also dressed, and took the first opportunity of sending them to hospital.

RESCUED FROM WRECKAGE.

In their trips along the shore the water police have rescued 120 Chinese who were found clinging to wreckage. Many of them were

entirely exhausted and had to be removed to hospital.

THE INCREASING DEATH ROLL.

Although police pinnaces and other craft are continually running shoreward with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Lai-chikok there are another 20 or 30 which so far they have been unable to get at. It is supposed that another 20 bodies will be recovered when the wreckage is removed from the police basin.

Yesterday the Baluch regiment and 300 of the Royal West Kent continued the work of turning over the wreckage along the Kowloon shore to recover the dead.

Constable Mundy was yesterday so overcome from the smell exuding from dead bodies that he had to be removed to hospital.

DEATHS AND BOATS DESTROYED.

To date the official record of lives lost and junks and sampans destroyed in the various districts is as under:—

Bodies recovered.	Junks, etc. Destroyed.
Central 232	31
Wanchow 120	283
Shau-ki-wei 47	64
West Point 54	124
Yau-nan 169	418
Hung-hom 46	25
Aberdeen 60	7
Total 1,088	1,052

RELOADING OPERATIONS.

The *Emma Lyckens* has been refloated and is expected that the *Signal* will be refloated. The pumping operations on the *Chinkai Maru* have not been so successful.

TAKING ADVANTAGE.

While a large number of the Chinese community is giving wholeheartedly for the relief of suffering compatriots, there is another section whose motto apparently is to "make hay while the sun shines." Numerous owners of launches and cargo boats which were not damaged in the storm, are asking exorbitant prices for the hire of their craft. In one instance the policy had to pay \$180 for the use of a launch for a day, and then they had to accept responsibility for the safety of the launch. Coolies, too, are making money, probably faster than they ever did before. Gangs of them are required to help remove the dead, and those at Kowloon have refused to work under \$3 a day.

EFFECTS AT CANTON.

The *Canton Daily News* informs us that the steamer *Leongshan*, for Macao, had to put back to Canton yesterday; that the only arrivals from Hongkong were the *Hankow*, the *Paul Ben* and the *Yingking*; that outgoing cargo is being delayed for want of boats; and that Mr. Consul-General Mansfield had opened a subscription for the Hongkong sufferers.

ANOTHER TYPHOON WARNING.

The American Consul has received the following:—Manila Observatory, 10 o'clock a.m. September 21st, New Cycles in the Pacific, East of North Visayas.

CIVIL SERVICE CRICKET CLUB.

The annual general meeting of this Club was held at the Club's match yesterday evening, at 6 o'clock. The Hon. W. Chatham presided over a well attended meeting.

In his opening remarks the chairman congratulated the Club on its financial position considering the increased rate of the dollar and on its membership list which showed an increase of seventeen for the year; he also said the members were very lucky to have a roof over their heads, the damage done to the match during the storm which had caused so much destruction elsewhere being very small.

The Report and Balance Sheet were taken as read and adopted.

The following officers were elected for the ensuing year:—(Captain) Mr. H. T. Jackman; (Secretary) Mr. E. W. Dawson; (Treasurer) Mr. J. A. Wheat; (Vice-Captain) Mr. F. Eiden; Captain "H" Team, Mr. H. W. Kelly; Committee, Messrs. P. T. Lambie, P. R. Adams, W. Parkinson, F. O. Stalman, L. E. Brett, M. McGee, G. Huggarh and W. Gast; Score, Mr. S. Bodecock; Umpire, Mr. W. H. E. Smith. The Captain was elected to represent the Club on the League Committee.

It was decided to hold a general meeting a month hence to consider the advisability of amending the club rules.

A hearty vote of thanks was accorded Messrs. L. E. Brett and A. Carter, the secretary and treasurer for last year, for the able manner in which they had carried out their respective duties, and the meeting closed with a vote of thanks to the chair, carried with acclamation.

THE "MANNING CLAUSE."

Mr. Clark Russell has raised in the *Standard* the interesting question of renewing that provision in the old Navigation Acts as they existed before the Free Trade Legislation of 1842, 1846, and 1849, which required that there should be a predominance of British sailors employed on every ship flying the British flag. It is unquestionable, remarks the *Standard*, that "the native sailor is decaying," and that the employment of so many foreigners in the British Mercantile Marine is a serious menace to the nation's security. But the first question to settle before Mr. Clark Russell's tentative proposal can become a matter of practical politics is a question of fact. Is there a sufficient number of British subjects able and willing to take the place of the foreigners now employed? It is true that hundreds of British sailors and firemen assemble at the shipping offices in the vain hope of obtaining employment as sailors, then there is a reasonable prospect that a new "Manning Clause" would not impose upon shipowners an obligation to do what is impossible. But whatever be the number of unemployed seamen, it cannot equal the number of foreign seamen now employed on British ships, so that a new Navigation Act which contained a "Manning Clause" would have to be accompanied by some form of encouragement for the training of British seamen.

THE YOKOHAMA SPECIE BANK, LIMITED.

The 53rd report to the shareholders, presented on Sept. 10th, says:—

The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th, 1906.

The Gross Profits of the Bank for the past Half-year, including ¥378,115 brought forward from last Accounts, amount to ¥1,142,833 of which ¥2,765,925 have been deducted for Current Expenses, Interests, &c., leaving a balance of ¥3,393,968.

The Directors now propose that ¥4,000,000 be added to the Reserve Fund, and ¥1,000,000 be appropriated to the Special Reserve Fund. From the remainder the Directors recommend a dividend at the rate of twelve per cent, per annum, which will absorb ¥2,300,000 on old shares and ¥450,000 on new shares, making a total of ¥2,750,000.

The balance, ¥743,968 will be carried forward to the credit of next account.

YUKI YAMAKAWA, Chairman.

BALANCE SHEET.	
30th June 1906.	Yen.
Capital paid up	21,000,000.00
Reserve fund	12,300,000.00
Reserve for Doubtful Debts	80,000.00
Reserve for Depreciation of Bank Premises, Properties, Furniture, etc.	202,143.709
Deposits (Current, Fixed, etc.)	123,000,000.00
Bills Payable, Bills Rediscounted, Acceptances, and other sundries due by the bank	73,463,850.870
Dividends unclaimed	5,775.000
Amount brought forward from last account	478,115.338
Net profit for the past half-year	2,480,792.762
	Yen. 235,835,443.310

PROFIT AND LOSS ACCOUNT.

Yen.	
To Current Expenses, Interests, &c.	9,785,925.630
To Reserve fund	4,000,000.000
To Special Reserve fund	1,000,000.000
To Dividend	2,300,000.000
By Balance brought forward 31st December, 1905	478,115.338
By amount of net profit for the half-year ending 30th June, 1906	12,571,714.382
	Yen. 13,149,834.720

A TIENTSIN INSURANCE CASE.

SENSATIONAL TERMINATION.

Sir Haviland de Sausmarez delivered judgment in the case of *Kard Philipp v. The London and Globe Insurance Company* at the Supreme Court, Tientsin, on the 10th inst. The claim was for \$25,000 for alleged damages sustained by fire. In the course of his judgment his Lordship said the main defence of the company was that the plaintiff himself had set fire to the premises. From the English view of evidence further facts would have to be brought out to remove all doubts on that score. There was, however, not only a question of the \$25,000 involved in this case, but it affected the character of the plaintiff and might influence the liberty of his residence in this community. There were several points strongly suggesting that there was some fraud in the company, and for some other reason. There was no suggestion that the person who caused the fire was an outsider. A discrepancy of \$2,000 was apparent in the accounts, as was very ably pointed out by Mr. E. P. Allen from the plaintiff's own books, and the plaintiff could not explain away this discrepancy. Mr. Allen showed that at the time of the fire there could not be goods worth more than \$19,000 in stock, and there was reason for a larger claim. A strong suspicion of arson arose in view of the fact that though the stock remaining on the premises was not worth more than \$19,000, the plaintiff renewed his insurance policy of \$15,000 in the middle of December; and on the 17th he doubled his insurance. The business was not in a flourishing condition, the stock was unsalable and had been a long time on hand, and on the top of this a large over-insurance was effected only five weeks before the fire. There were many points of suspicion that the plaintiff had caused the fire. In conclusion his Lordship held that the defendants had sustained their point that the fire was caused by the plaintiff.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—23rd September, Sunday, 15th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Maude, Psalms, of the 23rd morning; Te Deum, Laves, Credo and Hosanna; Benediction, Laudon, Hymn, 265, 302 and 245. Evening (7.45 p.m.) Responses, Psalms, of the 23rd evening; Magnificat and Nunc Dimittis, Wesley in F. An then, "O Saviour of the World"—Goss; Hymns, 193 and 437; Serenad; Goss; Voluntary, Sonata VI. (Vocal) Unsey; Mendelssohn, N.R.—Psalms at Evening, Psalm Troubles. Psalm 119, Verses 1, 2, 4, and 6. P. Union.

St. Peter's Church, Queen's Road, West, 15th Sunday after Trinity. Holy Communion 7.30 a.m. Morning Prayer 11 a.m.—Venite, Kyrie; To Deum, Russell; Benediction, Laudon; Hymns, 7, 187, 266 and 307. Evening Prayer 6.30—Canto Credo; Deas, Hopkins; Hymns, 265, 20, 394 and 227.

Holy Communion 7.45 p.m. The Church launch, *Gay Spring*, will call on ships carrying white crews, to bring their crews ashore to the services, between 9.15 and 10.30 a.m., and between 5 and 6 p.m. (Kowloon) 2.15 till 10.30 and 6 p.m., returning afterwards. The "Answering Psalm" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, etc., provided.

Sunday School 10.15 a.m. St. John's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon (in English) at 10 a.m.

Union Church, Kennedy Road, Minister—Rev. C. H. Hickling. Memorial Services, 11 a.m. Worship, Psalm 99, Hymns 44, 37, 323 and 339. 6 p.m. Worship, Hymns 383, 312, 335, 311 and 507. Thursday, 8.10 p.m. Minister at "The Manor." Friday 8 p.m. Christian Endeavour Society, Subject—"Habakkuk Revival."

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00

4 CARTRIDGE (23-15-04) \$60.00

LONG HING & CO.

No. 17, QUEEN'S ROAD.

THE BOAR'S HEAD BRAND. GUINNESS' STOUT.

IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THERE ARE NO TWO OPINIONS ABOUT THIS

PER CASE 8 DOZ. PINS	\$ 4.00
PER DOZEN	3.00
PER CASE 100 SPIRITS	17.00
PER DOZEN	2.25

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE CUSTOMS QUESTION.

"UNDULY ALARMED"

The British Government is doubtless fully alive to its responsibilities in this important matter, and it seems to us that it will be time enough for the Treaty Powers to jointly insist upon a revision to the conditions existing prior to the issue of the Imperial Decree when it is shown that a deliberate attempt is being made by the Chinese authorities to materially alter those conditions and to depose the present Inspector-General. Such an attempt has not been shown to have been made up to the present, and it is quite evident that the British Government is prepared to take immediate action in the event of any indication arising to show that Sir Robert Hart's authority is being usurped.

The allegation is made that the new Comptroller-General, who by the terms of the Edict replace the Wai-wa-pu in dealing with mutual transaction on Customs questions—an innovation which it was generally admitted would facilitate and simplify matters—have been guilty of corruption. The charge is not made in so many words, but it is asserted that the Comptroller-General, Tai-hung and Tang Shau-li "began by installing expensive new offices and a large staff, paying themselves from the Customs, the former £7,500 and the latter £5,700 a year." If the facts are as stated this is certainly a matter that requires the closest investigation; but the Comptroller-General are men who have hitherto borne good reputations, their ability has been generally acknowledged, and so far as we are aware no exception has been taken to their personal character. Their Department merely replaced the somewhat cumbersome and dilatory Wai-wa-pu, which apparently found its time fully occupied with other matters of State. The system prevailing up to the time of the appointment of the Comptroller-General had conducted to not a few irregularities in the part of the Tientsin who had been entrusted with the control of the local Customs receipts in the various ports. Under the old conditions it was impossible to keep a check on their accounts as they had not been subjected to any financial control beyond having to supply certain sums to the Imperial Treasury when called upon to do so. This system naturally caused great confusion and furnished endless opportunities for peculation and other serious lapses.

The appointment of two Commissioners to act as Comptroller-General constituted practically the only change that has been made in the Customs administrations so far, and this alteration is no greater than was that when the Wai-wa-pu took over the duties of the Tientsin Yamen in a similar capacity. We do not think the China Association need be unduly alarmed.—*Japan Chronicle*.

FAMILY'S FINE RECORD.

FOURTEEN MISSIONARIES BEAR NAME OF MOULE.

By the retirement, at the age of seventy-eight years, of Bishop Moule, of Mid China, brother of the Bishop of Durham, the Church Missionary Society is losing the services of one of its ablest men.

The first European missionary to settle in an interior Chinese city away from a treaty port, Bishop Moule has continued to reside in Hongkong, thence making his annual circuit from city to city and village to village; these journeys involving wearisome travelling in Chinese boats, sedan chairs, or on foot, having totalled three thousand miles in a year.

For nearly fifty years George Ennos Moule has been in the front rank of faithful missionaries in China. For more than twenty-six years he had been the Bishop of Mid China, his vast diocese including within the borders of its jurisdiction 10,000,000 people. No fewer than fourteen members of the Moule family bearing that name and closely related to one another are actively engaged under the society in the foreign field, of whom the best known probably is Archbishop A. F. Moule, of Shanghai.

A RUSSIAN GIRL'S HUMOUR.

A STORY OF ST. PETERSBURG.

A letter has been addressed by a workman to the Crown prosecutors and other authorities, which runs somewhat as follows:—

"On August 10, as soldiers of the Guard a Choral Regiment were passing along the Sergievskaya, Anna Spiridonova Smirnova, my sister, suddenly exclaimed, 'They look as cheerful as if they had retaken Port Arthur.'"

"An officer of the regiment regarded this as insulting, and by his order she was seized, placed in a cab, and driven to the courtyard of the officers' club on the Bakhmish-street."

MILLIONS USE



THE WORLD'S FAVORITE

For Preserving, Purifying and Beautifying the Skin, Scalp, Hair, and Hands.

"She was given twenty-five blows, so that her whole back was covered with bloody marks, the whole skin being taken off in spots."

"In view of the foregoing, I beg that an inquiry be held, in order that those to blame for the torture of my sister may be punished."

—*Vassily Smirnov*. A correspondent was shown a photograph taken by a specialist photographer, which fully bears out the foregoing description of the girl's condition after her flogging.

OUTRAGES ON THE BRITISH FLAG.

Since Dr. Morrison sent the following to the Times from Peking, much has happened. Some punitive action has been taken against the pirates, with considerable effect we hope; the unsympathetic Viceroy has been removed; and we understand that the Army vicars are sure to receive compensation. Dr. Morrison said:—

"The dangerous growth of piracy in the Canton Delta, the outrages on the British flag, involving loss of valued British life, and the failure of the British Government to exact reparation cause increasing indignation among Englishmen living in the Far East. In days past British ships swept piracy from the coast of China. With equal certainty British gunboats could suppress piracy in the Canton Delta, for the practical pirates are known to the local Chinese officials; but with only two small gunboats at present protecting our flag in Cantonese waters effective interference is impossible, while the British Government, no doubt, fears that any punitive action directed against 'the poor pirates' would bring forth unflattering letters of sympathy from some section of its supporters in the House of Commons. The Viceroy of Canton is in poor health, and is quite incompetent. His removal is urgently demanded, but to effect this something more is needed than gentle words of expostulation addressed to the Wai-wa-pu."

So, too, in the case of the murderous attack by armed men on an unarmed Australian, Dr. Horne, and Mr. Eadie, near Amoy, on June 18, when Dr. Horne displayed such fine heroism, no reparation of any kind has been made. The negotiations have now been transferred to Peking while Dr. Horne has returned to Australia, injured for life, with a fracture of the skull.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bookings, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Editors.

P.O. Box 55. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that the Power of Attorney executed by the undersigned in favour of Mr. APPILO RIGGIO of the Societa Comitale Italiana di Canton, has been withdrawn.

POLLAK BROTHERS.

Yokohama, Japan.

4th September, 1906. [1767]

WANTED.

LADY leaving for Europe on S.S. "GARDENIA" Oct. 10th, REQUIRES a BRIGHT YOUNG WOMAN to travel to Europe. Must speak French and English, or French and German, and be fully competent to take charge of Boy aged five. Address, giving particulars and naming references:—

"FLEETE,"

Care of Melchior & Co.

Hongkong, 22nd September, 1906. [1759]



CITY AND HILL DISTRICT WATERWORKS.

GOVERNMENT WORKSHOP.

REQUIRED as WORKSHOP OVERSEER to take charge of the above, an European Trained Mechanic having a Sound Knowledge of Machine and Fitting Work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the work's time and all stores issued and received. Salary at the rate of £240 rising to £270 a year by £15 triennially. The appointment to be a temporary one subject to a month's notice on either side in the first instance.

Applications with copies of testimonials to be addressed to the Director of Public Works not later than NOON on MONDAY, the 1st Oct.

W. CHATHAM.

Director of Public Works.

Public Works Department.

Hongkong, 22nd September, 1906. [1770]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

ROCK IS APPROACH TO TONG SANG HARBOUR.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "WATERLOO" that a Pineapple Rock with 13 feet over it at L.W.O.S. and depths of 6 to 8 fathoms, (sand) clear around, is situated with the Pagoda on Pagoda Island at the entrance to Tong Sang Harbour bearing N 2° E distant 2 1/2 Miles.

Approximate position:—

Latitude 23° 42' N.

Longitude 117° 32' E.

The Bearings are as follows:—

From the rock Peak bears N 30° E.

From the rock Pagoda bears N 2° E distant 2 1/2 miles.

From the rock Summit of Cone Point S 62° W.

A. HOLZ,

Harbour Master.

Approved:—

FRANK SMITH.

Acting Commissioner of Customs.

In House.

25th September, 1906. [1771]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

BRACKERS S. W. OF NAMOA ISLAND.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "WATERLOO" that during a moderate Southerly swell, breakers were observed on the sand knolls situated 13 miles S. 28° W. of Clipper Point, Namoa Island.

Approximate position:—

Latitude 23° 22' N.

Longitude 116° 54' E.

A. HOLZ,

Harbour Master.

Approved:—

FRANK SMITH.

Acting Commissioner of Customs.

Custom House.

Swatow, 15th September, 1906. [1772]

NOTICE TO MARINERS.

No. 271 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Changes in the positions of the Tungsha and Kiu-tan Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kiu-tan Light-vessels will be shifted as follows, on or about the 15th November next:—

TUNGSHA LIGHT-VESSEL will be shifted 0.5 miles S. 42-1/2° W. from her present position and will mark the north side of the channel as at present.

KIU-TAN LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION: Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kiu-tan after she is in her new position.

BEARINGS when the Light-vessels are in the new positions:—

From Fairway Bell Gas-buoy to Tungsha N. 49-1/2° W.

From Tungsha to Fairway Wreck and Kiu-tan N. 57° W.

From Kiu-tan to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are Magnetic.

T. J. ELDRIDGE.

Acting Coast Inspector.

Coast Inspector's Office.

Shanghai, 15th September, 1906. [1773]

NEW ADVERTISEMENTS

BEST TYHOON PICTURES.

"THE ISLAND"

WEEKLY ILLUSTRATED PAPER.

20 CENTS CASH.

9A DUDDELL STREET.

ORDER AT ONCE.

Hongkong, 22nd September, 1906. [1768]

PUBLIC AUCTION.

At my SALES ROOM, No. 8A, Queen's Road Central.

TO-DAY (SATURDAY).

the 22nd instant, at 2.30 P.M.

HOUSEHOLD FURNITURE

Comprising—

BEVELLED GLASS WARDROBES,

MARBLE TOP DRESSING TABLES,

OVERMANTLES, SIDEBOARDS,

TABLES, DESKS, DOUBLE and SINGLE BEDSTEADS, &c.

And

One Lot of ROLLED GOLD JEWELLERY, EARRINGS, BRACELETS, &c.

Terms—As usual.

C. DE M. C. VIEIRA-BIBREIRO.

Auctioneer.

Hongkong, 22nd September, 1906. [1774]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the

Lotting by Public Auction Sale, to be

held on MONDAY, the 24th day of Sept.,

1906, at 3 P.M., at the Office of the Public

Works Department, by Order of His Excellency the GOVERNOR, of One Lot of Crown

Land, at Bowen Road, in the Colony of Hongkong, for a term of 21 years.

[1775]

PARTICULARS OF THE LOT.

No. of Lot.

Locality.

Boundary Measurements.

Contents in Acres.

Annual Rent.

First Price.

100 34 135 111 10,700 24 305

South Island Lot 171

Lot No. 26

South Island Lot 171

Lot No. 26

South Island Lot 171

Lot No. 26

South Island Lot 171

Lot No. 26

South Island Lot 171

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South Island Lot 171

Lot No. 26

South Island Lot 171

Lot No. 26

South Island Lot 171

NEW ADVERTISEMENT

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach will be despatched for the above Ports on MONDAY, the 24th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS, LAMPAIK & Co.,

General Managers.

Hongkong, 21st September, 1906. [1764]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING

of the above Society will be held in the City Hall, on FRIDAY, 25th inst., at 5.30 P.M.

W. ARMSTRONG,

Hon. Secretary.

Hongkong, 21st September, 1906. [1769]

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING OF SIXTY-FIVE DEBITURES OF THE HONGKONG CLUB (SIXTY) each, was held in the

HONGKONG CLUB HOUSE, on THURSDAY, the 20th instant, when the following DEBITURES were DRAWN for Redemption.

64 528 775 1053 1589

97 516 784 1192 1692

119 562 867 1111 1701

149 634 879 1126 1702

255 636 923 1257 1807

308 644 917 1251 1829

344 661 918 1294 1885

383 687 967 1295 1886

442 689 972 1303 1901

446 704 1013 1439 1945

470 708 1014 1457 1951

488 712 1037 1541 1988

497 756 1055 1554 1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 30th day of September, 1906, in exchange for surrender of same.

By Order,

A. O'D. GOURDIN,

Acting Secretary.

Hongkong, 21st September, 1906. [1762]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 25th instant, at 5.30 P.M.

By Order of the Committee.

A. R. LOWE,

Secretary and Treasurer.

Hongkong, 19th September, 1906. [1745]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS

in the above Company will be held at the Company's Office on SATURDAY, the 29th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 23rd September, both days inclusive.

DOUGLAS LAMPAIK & Co.,

General Managers.

Hongkong, 18th September, 1906. [1740]

TENDERS.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 12th October, 1906, viz:—

TRUNK

AMERICAN PINE

CAMPBELL WOOD

HARDWOODS

ORIGIN SPARE.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Stores Officer, H.M. NAVAL YARD. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of Material during the Twelve Months ending 31st June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 25th inst., should be sealed and addressed to the COMMANDER, H.M. NAVAL YARD.

Hongkong, 19th September, 1906. [1746]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,

Secretary.

Hongkong, 7th July, 1906. [1381]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Apply by letter to—

Care of Office of this Paper.

Hongkong, 16th August, 1905. [1577]

WANTED

WANTED IMMEDIATELY.

DOCTOR FOR EMIGRANT SHIP.

Apply to—

BUTTERFIELD & SWIRE.

Hongkong, 20th September, 1906. [1763]

WANTED.

IMMEDIATELY, a First-Class Godown.

JEBSEN & Co.

Hongkong, 20th September, 1906. [1752]

AUCTIONS

NOTICE.

THE SALE of SUNDAY NAVAL VIRTUALING, OBSOLETE and CONDEMNED STORES will take place on TUESDAY and WEDNESDAY the 25th and 26th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 20th September, 1906. [1755]

PUBLIC AUCTION.

THE WORLD'S GREATEST TENOR



Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that time is not without its anxieties. Of course his chief concern is the care of his magnificent voice and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or scientific bent are naturally susceptible to nervous shock or nerve weakness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most tired people usually make the greatest demands on their Nervous Force, and it is evident that Signor Caruso found the Phosferine preparation of Messrs. Ashton & Parsons beneficial. He is constrained to caution the testimony of innumerable correspondents in every rank of life.

Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho provato la Phosferine preparata da Messrs. Ashton & Parsons, e ho trovato molto efficace per le stanchezze. Con i migliori saluti, ENRICO CARUSO."

(Translation: "I have tried the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, Enrico Caruso." July 3, 1906.)

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Backache, Headache, Stomach Discomfort, Indigestion, Nervous Debility, Sleeplessness, Brain Fog, Nervous Exhaustion, Fatigue, and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied to Royal Commands

To the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess Olga of Russia, and the Princesses of the Imperial Family, and the Princesses of the Imperial Family, and the Princesses of the Imperial Family.

MONTSERRAT
For your health
make a regular drink of Lime Juice. The purest and best is
"Montserrat" Lime Juice
which excels as a refreshing thirst-quencher, and a healthy, strengthening drink. The superiority of "Montserrat" is due to the fact that it is made from cultivated Lime Fruit grown especially for the purpose on plantations in the West Indian Island of Montserrat.
A. S. WATSON & CO., LTD.,
Hong Kong

Lea and Perrins' Sauce.



By Royal Warrant
to
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

ANGLO-JAPANESE BANK (LIMITED).

The statutory meeting was held on August 17th in London, Sir W. P. Percival presiding. The Chairman stated that applications were received from the public for 60,000 out of 100,000 shares, of £10 each, for which subscription was invited, and these had been duly allotted to 1,188 subscribers. Having regard to the unpropitious condition of the Money Market when the issue was made, this might be regarded as not an unfavourable result. On those shares £2 10s. had been paid, and a further sum of £2 10s. per share was proposed to be called up at an early date. Although suggestions had already been made to the board with a view to placing the balance, they had thought it better to wait before doing so, as it might be deemed desirable to place more of the shares in Japan. The question was of no pressing moment, as financial arrangements had been concluded in London which would enable them to transact all the business likely to be undertaken during the early stages of the bank. Dealing with the work of organization, on which the board had been engaged, he stated that Mr. Ross Taylor had been appointed general manager for Japan, and that the post of manager in London had been filled by Mr. J. H. Skinner, who had been engaged in banking both in the East and in London for many years. The local director and local directors in Japan had also been appointed. For the position of adviser they had secured the services of Baron Shibata, who held among other offices, that of president of the first bank of Japan, while the members of the local board were: Kikuchi Onuma (senior partner of Messrs. Onuma and Co. and auditor of the Industrial Bank of Japan) and also a Japanese Company in Japan. It might be found desirable to strengthen the local board by the addition of one or more English merchants of high standing. Although considerable importance would be attached to the advice of the local board, the directors fully recognized that the London board must retain the control, and the general manager in Japan would, therefore, be made responsible to the London board for the whole of the business transacted in Japan. He regretted to state that Mr. J. Parker Smith had resigned his seat on the board, finding that his engagements in Scotland would prevent his regular attendance at the board meetings in London. He also mentioned that agencies and correspondents of the bank were already established on the Continent, in Australia, North and South America, Africa, and Egypt, as well as at the principal Eastern ports.

Certain statements had recently appeared in the London Press and in the official report of the British Consul, to the effect that the Japanese authorities intended to discourage foreign investments unless they were made through the medium of the Industrial Bank of Japan. From inquiries that he had made, however, he seemed to be able to state that this statement, which appeared to have taken its origin from a misunderstanding of certain remarks made by the Minister of Finance to a conference of *Profects*, at which he advised municipal and local bodies, intending to borrow, to consult the Industrial Bank. As a matter of fact, the municipal bodies in Japan did not seem to have regarded the advice as mandatory, as this bank had recently been approached by a municipal body in Japan with reference to a municipal loan of some magnitude. A further proof of the small importance given to these statements in Japan was the fact that they were made, he believed, just prior to the issue of this bank's prospectus in London, and, as was known, influential people in Japan applied for a substantial loan of shares, thus showing that they did not consider that the prospectus of the bank was prejudicial. A further testimony to the undue importance given to the advice of the Minister referred to might be found in the columns of the leading journal of Japan, the *Yomi Shimbun*, of May 21st, which entered an emphatic protest against the construction placed upon the Minister's remarks, and the journal stated that the Finance Department, in reply to an inquiry, had authoritatively replied that the rumors of the interference were groundless. The sanguine expectations which were formed as to the prospects of the bank when the prospectus was issued had in no sense been minimized, and the directors were still confident that with the rapidly increasing commercial activity in Japan, sound and profitable business was to be done. Although it was expected that existing banking institutions would not be unduly welcome to the establishment of a new competitor, it was pleasing to be able to say that a desire had been expressed, in more than one quarter, that relations might be of a friendly character, and gratification had been expressed that the additional banking facilities which the growth of business in the East, demanded should be supplied by an English, rather than a foreign, institution. Arrangements had already been made by which they had secured business which was to be brought to the bank as soon as they had opened their office in Japan, and their advisers in that country spoke confidently of the bank being able to obtain from the commencement a fair share of the current business. As a matter of fact, everything pointed to their having no lack of business. Their efforts, apparently, would have to be applied more in the direction of sifting, than of procuring, business. He felt assured that shareholders would not expect any detailed statement from him on that occasion as to the policy proposed to be pursued. One object would be to lay the basis of a sound and permanent business, which would grow stronger and spread wider as time went on, and to steer clear of the reckless and speculative character which seemed to exist in the East to a greater extent than they did here. The desire of the directors, and of the general manager, to take every legitimate opportunity of doing business, was tempered by a wise spirit of caution and a recognition of the fact that, with a new bank, more than usual care must be taken to avoid doubtful or risky business. Whether their progress were rapid or slow, the board and the responsible officers of the bank recognized the wisdom of not unduly forcing the pace, and making sure of their ground as they proceeded. In this, he felt sure, they had the support of the shareholders, even to the extent of the exercise of some degree of patience on their part, during the early stages of the bank's development.

Mr. Foley inquired if it were intended to issue debentures on the security of the uncalled capital. The Chairman replied that that matter had not been considered in any way at present. Mr. Foley asked if the board would give a guarantee not to do so. Article 14 gave them the necessary powers. The Chairman repeated that the question had not, as yet, been considered, although there were powers to issue debentures under the articles, it would be a very unusual course to adopt. The articles gave them power to do a great many other things which, he was sure, they would not do. In reply to a further inquiry, he stated that an application for an official quotation for the bank's shares was before the Committee of the Stock Exchange. At an extraordinary general meeting, which followed, resolution was passed on the motion of the Chairman, seconded by Mr. J.

Macandrew, to the effect that the amount of £300,000, being £5 upon each of the 60,000 shares already issued, should not be capable of being called up except in the event of, and for the purpose of, the company being wound up.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 21st September, 1906:—With the exception of Monday, which is always more or less a *dead* day, the market for the week under review has been completely disorganised by the disastrous typhoon with which the colony has unfortunately been visited. There is very little business to report, and rates, on a balance, tend to weakness.

BANKS.—Hongkong and Shanghai have been placed in very small lots at 890, the market closing quiet at that rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—We have no business to report, but the tone of the market has been weak, owing to the losses sustained by the recent typhoons. It is not possible at present to estimate the full losses, or even to approximate them, but as far as one can judge they are not of so extensive a nature as was at first supposed.

FIRE INSURANCES.—The market has been totally neglected, and we have no business to report.

SHIPPING.—Indo-China have continued to rub firm and in small demand at 87½; a few shares have changed hands at that, and at time of closing a small demand still exists. Hongkong, Canton and Amoy, owing to the loss of, and or damage to three of their steamers, have declined to 82½ without business, and it is difficult to give a reliable closing quotation, until such time as the losses sustained by the Company are known. Star Ferries are also weak from the same causes, and quotation must be taken as more or less nominal. Douglas remains on offer at 87, without any business to report. Shells are in demand at 2½, and it is possible that a higher rate would be paid. We have nothing else to report under this heading.

REFINERIES.—China Sugars have ruled quiet with only small sales at 158 for cash, and with sellers forward at somewhat less than an equivalent rate. Lincons unchanged and without business.

MINING.—We have no changes or business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, on the principle that "it is an ill wind that blows nobody's good" (this is entirely for local consumption), have improved considerably. In the early part of the week a few shares were obtainable at 182, and could not be placed even at that. After the typhoon, however, with the consequent influx of work, and the improvement in prospects, the rate gradually rose, and sales were effected at 185, 184, 184½ and 185, the market closing with buyers at 185. Kwailoon Wharves, on the other hand, have ruled weaker, and at time of closing shares are obtainable at 87. We have heard of no sales. New Amoy Docks remain unchanged and without business. Shanghai Docks continue steady at strong, and close in some demand at 118 1/8.

LANDS, HOUSES, & CO.—BURROUGHS. With the exception of small sales of West Point at 87½, and Humphreys at 81½, we have no business or changes to report under this heading.

COTTON MILLS.—Ewos have declined in Shanghai to 76; further than this we have nothing to report under this heading.

MISCELLANEOUS.—China Providents have been placed at 89½. Dairy Firms at 81½, Cements at 82 and 82½, Electric at 84½, China Light and Power at 81½, and Water at 81½. Langkats are quoted at 827½ ex div. paid on the 15th instant. Powells have declined to 110 without sales.

Mosquitoes Avoid

the presence of Carbolic
that is why the
use of

Calvert's 20% Carbolic Soap

has been found such an excellent protection against the attacks of these and other insects. It imparts also a delightful freshness to the skin, and, of course, is powerfully antiseptic, an advantage readily appreciated in warm climates.

Sold by Local Chemists and Storekeepers.
Made by W. G. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET
Parola
Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND.
Delightfully COOLING & REFRESHING during the summer.
Bottles 1/3, 1/6, and 2/6 each.
M. BEETHAM & SON, Cheltenham.

A warranted cure for all acquired or constitutional diseases from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and Kidney Disorders, Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

TEN DAYS FREE TRIAL
We have a new bicycle for sale at a half factory price. It is a new model, with a 26 inch wheel, 24 inch frame, 24 inch handlebars, 24 inch seat, 24 inch pedals, 24 inch chain, 24 inch wheels, 24 inch tires, 24 inch spokes, 24 inch hub, 24 inch axle, 24 inch nuts, 24 inch washers, 24 inch spacers, 24 inch cones, 24 inch cups, 24 inch lockrings, 24 inch cotter pins, 24 inch fenders, 24 inch mudguards, 24 inch chainrings, 24 inch sprockets, 24 inch cables, 24 inch grips, 24 inch handlebars, 24 inch seat, 24 inch pedals, 24 inch chain, 24 inch wheels, 24 inch tires, 24 inch spokes, 24 inch hub, 24 inch axle, 24 inch nuts, 24 inch washers, 24 inch spacers, 24 inch cones, 24 inch cups, 24 inch lockrings, 24 inch cotter pins, 24 inch fenders, 24 inch mudguards, 24 inch chainrings, 24 inch sprockets, 24 inch cables, 24 inch grips, 24 inch handlebars, 24 inch seat, 24 inch pedals, 24 inch chain, 24 inch wheels, 24 inch tires, 24 inch spokes, 24 inch hub, 24 inch axle, 24 inch nuts, 24 inch washers, 24 inch spacers, 24 inch cones, 24 inch cups, 24 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OCEAN STEAMSHIP COMPANY. LD.

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

OUTWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

* Taking Cargo for Liverpool at London Rates. † via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.
HAMA		

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST		

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS. [9-10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 22nd September.
SHANGHAI	"SHAHSING"	On 24th September.
TIENTSIN	"LIANGCHOW"	On 24th September.
MANILA	"TEAN"	On 25th September.
SHANGHAI	"KIUKIANG"	On 27th September.
SHANGHAI	"YOKHOU"	On 28th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS. [11]

Hongkong, 20th September, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMUL VIA SWATOW AND AMOI	"JOSHIN MARU" H. Ohta	SUNDAY, 24th Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1906.

T. ARIMA, Manager

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	Thursday, 27th Sept. ... 15th Oct.
"MONTEAGLE"	6,163	Wednesday, 3rd Oct. ... 27th Oct.
"EMPERESS OF CHINA"	6,000	Thursday, 25th Oct. ... 12th Nov.
"TARTAR"	4,425	Wednesday, 31st Oct. ... 24th Nov.
"EMPERESS OF INDIA"	6,000	Thursday, 22nd Nov. ... 5th Dec.
"ATHENIAN"	3,882	Wednesday, 28th Nov. ... 22nd Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA
and 29½ days from HONGKONG.

Hongkong to London, 1st Class, ... via St. Lawrence £60; via New York £62.
Intermediate Steamers at 12 Noon. ... £40; ... £42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SOCOTRA	About 27th September	Freight only.
YOKOHAMA via SHANGHAI, NILE MOJI and KOBE	NILE	About 29th September	Freight and Passage.

SHANGHAI	SIMLA	About 3rd October	Freight and Passage.
LONDON DIRECT via USUAL PORTS OF CALL	OCEANA	Noon, 6th October	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th September, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY ... 26th September
GNEISENAU	WEDNESDAY ... 10th October
PRINZ LUDWIG	WEDNESDAY ... 24th October
PRINZESS ALICE	WEDNESDAY ... 7th November
ROON	WEDNESDAY ... 21st November
BUELOW	WEDNESDAY ... 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY ... 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 2nd January
SEYDLITZ	WEDNESDAY ... 16th January
PRINZ HEINRICH	WEDNESDAY ... 30th January
GNEISENAU	WEDNESDAY ... 13th February
PRINZ LUDWIG	WEDNESDAY ... 27th February

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon, the Steamship
"PRINZ HEINRICH," Captain Gersch, with MAILES, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th Sept. Cargo and
Specie will be received at the Agency's Office until Noon, on TUESDAY, the 25th Sept., and Parcel
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

return

TO SOUTHAMPTON, LONDON, BREMEN

and HAMBURG

* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

return

VIA BREMEN OR SOUTHAMPTON

return

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 18th Oct.
WILHELM	TUESDAY, 13th Nov.

ON TUESDAY, the 18th OCTOBER, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lentz, with Mail, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

return

TO NEW GUINEA

return

TO BRISBANE

return

TO SYDNEY

return

TO MELBOURNE

return

TO YOKOHAMA

return

TO KOBE

return

TO YOKOHAMA and back from KOBE

to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magdalen
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI TSINGTAU, "PRINZ LUDWIG" ... Tuesday, 25th Sept.

"NAGAKI, KOBE & YAMA" ... Wednesday, 26th Sept.

SHANGHAI, NAGASAKI, "PRINZ SIGISMUND" ... Wednesday, 10th Oct.

KOBE & YOKOHAMA ... Wednesday, 10th Oct.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magdalen Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton

return

To Bremen

return

To Paris via Cherbourg

return

To Naples, Genoa via Gibraltar

return

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., AGENTS. [5]

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., Ltd., is prepared to supply

any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

W. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1906.

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SHIPPING IN PORT.

STEAMERS.

ANDER RICKMEIS, German str., 1,021, W. Taubert, 18th Sept.—Bangkok 11th Sept. General.—Butterfield & Swire.	CHANGSHA, British str., 1,483, P. Moore, 4th Sept.—Melbourne via ports 31st July. General.—Butterfield & Swire.	CHINGRU, British str., 2,250, W. B. Brown, 19th Sept.—Melbourne 18th Aug. General. —Butterfield & Swire.	CHIPPING, British str., 1,199, G. S. Weigall, 14th Sept.—Chiofo 7th September. General.—Jardine, Matheson & Co.	CHOWTAI, German str., 1,151, W. McLennan, 15th Sept.—Bangkok 9th Sept. General.— Butterfield & Swire.	CHOYHANG, British str., 1,424, A. E. Sand- bach, 14th Sept.—Shanghai via Swatow 9th Sept. General.—Jardine, Matheson & Co.	DAICHA, German str., 921, M. Engelhardt, 14th Sept.—Bangkok 7th Sept. Rice and General.—Butterfield & Swire.	DERWENT, British str., 1,565, J. Jenkins, 17th Sept.—Saigon 13th Sept. General and Rice.—Chinese.	DEVANHA, British str., 1,785, Thos. H. Hyde, 20th Sept.—Yokohama and Shanghai 17th Sept. Mails and General.—P. & O. S. N. Co.	DEKAWONG, German str., 1,262, T. V. Bruhn, 5th Sept.—Bangkok 27th Aug. and Hanoi 3rd Sept. Rice and Meat.—Norddeutscher Lloyd.	EMMA LUYKEN, German str., 1,153, G. Conrad, 16th July.—Mauritius 22nd May, Sugar.— Chinese.	EMPEROR OF JAPAN, British str., 3,019, H. Tibbs, 4th Sept.—Vancouver 13th Aug. Mails and General.—C. P. R. Co.	FOOKHANG, British str., 1,987, W. E. Sauer, 10th Sept.—Calcutta 26th Aug. Coal. Jardine, Matheson & Co.	HALLVARD, Norwegian str., 1,070, Carl Ander- sen, 10th Sept.—Samarang 1st September. Sugar.—Angard, Thoresen & Co.	HILARY, German str., 2,276, H. Decker, 5th Sept.—Saigon 25th August, Sugar.— Sander, Wisler & Co.	HONGKONG, French str., 750, A. Suzoni, 18th Sept.—Haiphong and Hanoi 17th Sept. General.—A. R. Marty.	HOPSANG, British str., 1,359, Jas. M. Hay, 15th Sept.—Saigon 6th Sept. Sugar.— Jardine, Matheson & Co.	JACOB DIERCKHOFEN, German str., 629, D. Henk, 18th Sept.—Haiphong 11th Sept. Kobe 13th and Hanoi 17th, General.— Jensen & Co.	JOHANNES, German str., 952, I. Platz, 18th Sept. —Swatow 14th Sept.—Jensen & Co.	JOSHIN MARU, Japanese str., 702, H. Ohta, 19th Sept.—Tientsin, Amoy and Swatow 18th Sept. General.—Osaka Shosen Kaisha.	KAIPOON, British str., 986, E. Finlayson, 19th Sept.—Manila 14th September, Sugar.— Butterfield & Swire.	KANBA, British str., 2,154, Walker, 2nd Aug.—Nagasaki 12th July. Coal.—Ar- nold, Karberg & Co.	KANJU MARU, Japanese str., 1,041, K. Hoshi- moto, 14th Sept.—Swatow 13th Sept. General.—Nippon Yusen Kaisha.	KHONGWAI, German str., 1,115, Kohler, 10th Sept.—Bangkok 3rd Sept. Rice.—Butter- field & Swire.	KITAL, Russian str., 1,200, Jorgensen, 18th Sept.—Moji 12th Sept. Ballast.—Melchers & Co.	KOVLOON, German str., 1,457, H. Stehr, 18th Sept.—Samarang 10th Sept. Sugar.— Siemens & Co.	KRICHOV, British str., 1,215, G. Hooker, 18th Sept.—Tientsin 9th Sept. Chiofo 11th and Swatow 17th, General.—Butterfield & Swire.	KUWAKA, British str., 3,110, Bradley, 13th September—Singapore 7th Sept. General. —Jardine, Matheson & Co.	KWANGTAN, Chinese str., 1,536, W. H. Lund, 18th Sept.—Shanghai 15th Sept. General. —C. M. S. N. Co.	KWONGHANG, British str., 1,428, W. P. Baker, 19th Sept.—Shanghai 15th September and Swatow 18th, General.—Jardine, Matheson & Co.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chiofo and Neuchow 9th Sept. General.—Butterfield & Swire.	LIGHTNING, British str., 2,122, J. G. Spence, 10th Sept.—Calcutta via Straits 2nd Sept. General.—David Sassoon & Co.	LONGHANG, British str., 1,492, A. G. Smith, 17th Sept.—Manila 14th Sept. General.— Jardine, Matheson & Co.	MAUSAY, British str., 1,644, R. Houghton, 4th Sept.—Sardakan 25th Aug. Timber and General.—Jardine, Matheson & Co.	MONTAGLE, British str., 3,953, S. Robinson, 14th Sept.—Vancouver 10th Aug. Flour, Lead and General.—C. P. R. Co.	NEIL MACLEOD, Amr. str., 992, E. Corral, 19th June—Manila 16th June—Barretto & Co. Norden, 14th September—Probolingo 3rd Sept. Sugar.—Order.	N. S. DE ROSARIO, Amr. str., 715, M. Lopez Blanco, 12th June—Manila 9th June— Barretto & Co.	PHELIADIS, American str., 3,753, F. G. Purrington, 15th September—Manila 10th Sept. Hemp.—Doddwell & Co., Ltd.	POWELL, British str., 1,640, W. F. Turner, 10th Sept.—Samarang 31st Aug. Sugar.— Doddwell & Co.	PRINZ WALDEMAR, German str., 1,735, C. Welkema, 18th Sept.—Kobe 12th Sept. General.—Melchers & Co.	QUINTA, German str., 987, F. Frahm, 9th Sept.—Saigon 1st September, Sugar.— Siemens & Co.	RADKOWSKIE, British str., 1,820, Haffner, 17th Sept.—Shanghai 14th Sept. General. —Shevan, Tomes & Co.	RAJAH, German steamer, 1,275, C. Wolf, 9th Sept.—Bangkok 31st Aug. Timber and Pice.—Butterfield & Swire.	RUBI, British str., 1,611, R. W. Almond, 17th Sept.—Manila 15th September, General.— Shevan, Tomes & Co.	SCANDIA, German str., 3,133, W. von Dohren, 18th Sept.—Shanghai 15th Sept. General. —Hamburg-Amerika Linie.	SIXTA, German str., 960, Kraft, 2nd Sept.— Waimanalo 20th August, Coal.—Siemens & Co.	SHAORING, British str., 1,307, F. D. North- comb, 16th Sept.—Shanghai 13th Sept. General.—Butterfield & Swire.	SIBERIA MONKIE, British str., 2,283, Hannah, 18th Sept.—Probolingo 9th Sept. Sugar.— Butterfield & Swire.	SHINSHI MARU, Japanese str., 3,419, B. Hama- saki, 17th Sept.—Moji 11th Sept. Coal and General.—Japanese.	SIGNAL, German str., 900, G. Schalkier, 16th Sept.—Palat via Hanoi 12th September, Coal and General.—Jensen & Co.	SKULD, Norwegian str., 947, A. A. Odd, 6th Sept.—Saigon 25th August, Sugar.— Angard, Thoresen & Co.	SOUSSOON, American str., 428, Virginia, 7th Sept.—Manila 4th Sept. Ballast.—Order.	STRATHMORE, British str., 2,295, King, 27th August—Saigon 17th August, Coal.— Doddwell & Co.
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